

PACIFIC HIGHWAY TO SEATTLE VERY BAD

Mud Deep, Many Cars Stuck North of Castle Rock.

UP TO COWLITZ COUNTY

Officials Could Make the Highway Passable for Shriners by Few Loads of Gravel.

Conditions on the Pacific highway between Chehalis and Kelso Wash. are so bad just now that no motorist should attempt the trip until after several days of bright weather. There are mudholes along the route at present that compare with those of last winter, when for several weeks cars had to be towed at several points.

The situation is particularly untimely just at present, when so many Seattle, Tacoma, Aberdeen, Hoquiam, Montesano and Olympia Shriners are planning to drive through for the Shrine convention here. But unless the county commissioners of Cowlitz county get busy immediately and dump a few loads of gravel along some of the detours cars will do a lot better for themselves by coming on the train and leaving their cars at home. A few days of good sunshine, however, would very speedily dry up the roads.

This information about the highway in Washington comes from many sources, but principally from motorists who managed to get through last week by dint of heavy exertions. Several brought reports of having to be towed through the worst mudholes.

Keep Off Is Official Advice.

The following official advice warning motorists for their own good to stay off the highway comes from the office of James H. Shriners, highway commissioner of Washington:

In regard to the trip from Seattle to Portland via the Pacific highway, I wish to advise that it would not be advisable to make this trip before July 1, and not then, if the weather is bad. The section of Pacific highway between Lewis county and Kelso is now under construction, which necessarily makes travel over this section of the highway difficult, especially in wet weather.

But that is only a part of the story and goes into no details. Some of the details were furnished by Mrs. Marie Stocking of Seattle, who, with Mrs. Dave Thacker of Yakima, motored to Portland for the Travelers' Protective association convention last week. They made the trip in Mrs. Stocking's 1916 Oldsmobile eight.

"The highway is in awful condition," said Mrs. Stocking. "The main highway south from Chehalis by way of Toledo is closed for construction work. We drove as far as the pavement about seven miles from Chehalis, as we could, but there the main highway was closed and we were detoured off it around by way of Okequa and down the west side of the Cowlitz river into Castle Rock over the bridge."

One Car Stuck Three Hours.

"This detour route is in awful shape. There are mudholes of red, sticky clay, where it is next to impossible to get through. One car had been stuck in a mudhole three hours when we came along. I don't know what the driver managed to get through without help, but give all the credit to the Oldsmobile. In places where the mud was so deep we had to get out and push the car to get it over the bottom of the car to obtain clearance.

"Farmers along here were cleaning up good money towing cars out of mudholes, and the owners of the cars were only too thankful to get towed. The worst place was over a hill this side of Okequa, where cars were stuck all along the route. One car was stuck there for three hours. There is also bad going between Castle Rock and Kelso over the main highway. New construction work has made a bad detour necessary. From Kelso we had no difficulty. We came on to Vancouver, from Kalama and, though rough in some places, the highway was passable all the way."

"Another motorist who gives evidence is William A. Montan, a lawyer of Spokane, who drove from Seattle to Portland with his family in their Oldsmobile. "At Toledo," said Mr. Montan, "on account of construction work, we detoured via Vader and the bridge at Castle Rock. The hill this side of a bridge near Vader was steep, but can be climbed without trouble. But chains simply must be used."

"Two hours for 200 Yards. A short distance this side of this hill the road is very bad. Indeed, at one point two farmers were harvesting the corn either at \$2 apiece pulling cars out of a hole or at \$5 for permission to go about 100 yards through a farmer's meadow. It took us about two hours to go 200 yards and there were eight cars stalled."

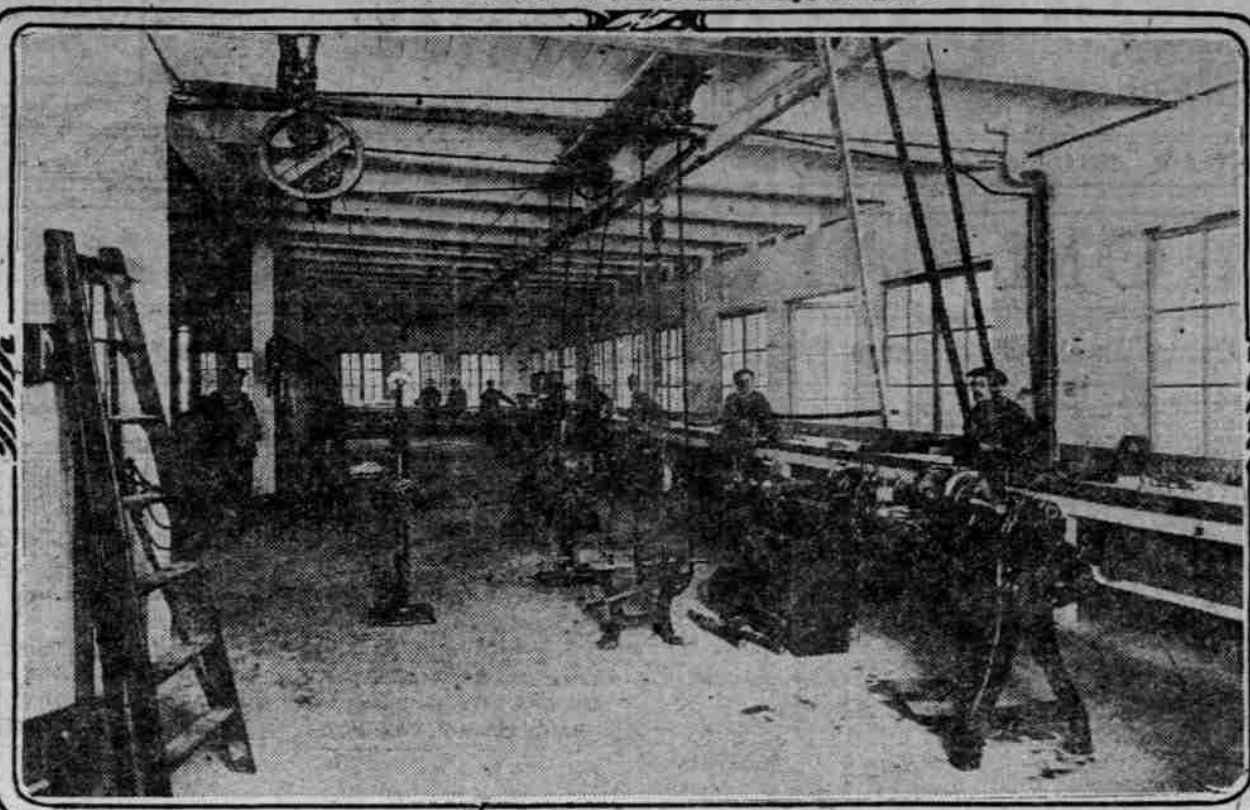
"At the St. Helen garage at Castle Rock I was told that one of these farmers made \$200 in April at only a small fee per car. What the harvest may be during the exodus to the Shrine can only be guessed. I do not know the farmers who kindly helped us."

"Now I want to make my point: A few yards of gravel would stop all the trouble, and this could be put in the few holes in a day. The county commissioners of Cowlitz county could be doing this at once and make a passable detour out of what should not be attempted by anyone. In 20,000 or more miles of driving, this is the worst road I have been over."

"Unless the weather turns fair for a few days, no one should attempt the Seattle-to-Portland road, and in any case chains should be used from the beginning of the plank road near Chehalis to Kelso, or turn about. The chains, moreover, should be so fastened with wire as to insure their staying on the wheels."

"In the interest of the hundreds of tourists now visiting and about to

NEW 4-STORY HOME OF THE MITCHELL, LEWIS & STAVER COMPANY IN NORTH BROADWAY, AND SOME OF ITS MODERN EQUIPMENT.



visit Portland, I think the Cowlitz county commissioners should be urged to do something."

RAINS PUT ROAD ON BLINK

Motorists Having Much Trouble on Highway Near Castle Rock.

KELSO, Wash., June 19.—(Special.)—From Castle Rock north to the Lewis county line the condition of the Pacific highway has been very bad for the past ten days, owing to the heavy rainfall. Heavy grading work is under way on this portion of the highway and at several places the road is very soft and muddy and teams have to pull many cars through. With two or three days of sunshine the road will be greatly improved. Motorists are advised to remain on the regular Pacific highway route, when it is not closed, and not to attempt the west side detour road, which is very much worse than the highway.

Between Kelso and Castle Rock the highway is rough and in poor shape, largely on account of construction work. Just north of Ostrander there is a detour, which is rather slippery going in case of rain. However, motorists will have little trouble with this part of the highway.

For a few miles south from Kelso the highway is rather rough, but from then on to the Clarke county line the road is the best it has ever been. Via the Ridgefield detour road the highway into Vancouver is good. If a motorist is favored by good weather he will find the highway north from Kelso passable, but in heavy weather he is lucky to get through at all, even with chains.

Another version of the best route to Pendleton. Hermiton Commercial Club Takes Issue With Advice to Travel by Old Oregon Trail.

HERMITON, Or., June 18.—(To the Automobile Editor.)—Dear Sir: I am herewith inclosing a route to Pendleton, Or., which we request you to print in the automobile section of the Oregonian. This route is much shorter and in better condition, as a whole, than the Heppner route, as it sticks to the water grade and a good portion of it is over the newly graded Columbia river highway.

We do not wish that the motorist traveling in this direction be deceived as to the correct routes. Motorists desiring the shortest and best route to Pendleton should take the turn to the left at McDonald's ferry and travel via Arlington, Willows, Boardman, etc., on the Columbia river highway, graded except for a few minor detours.

This is in verification of the route designated by Captain A. C. Forrester, which appeared in the automobile section of the Oregonian of June 6 and in directors' and emphatic contradiction to the route submitted by D. T. Goodman of Heppner (this route No. 2) via Heppner over the old Oregon trail.

The road between Echo and Pendleton, referred to by Captain Forrester, is in much better condition now, due to recent rains, than it was in the past.

HERMITON COMMERCIAL CLUB. By F. V. Prime.

CALIFORNIA RATIO HIGHEST But North Carolina Shows Best Gain in Ownership.

"California now has one car for every 6.97 persons, which is a breathless second with a ratio of one to 6.14. Bryan's home state is third with 6.84 and South Dakota holds fourth place with an automobile for every 7.3 humans," says John C. Long, in MoToR.

"These westerners yell their throats out let's turn to the figures on biggest registration, forgetting all about population. New York's on top there with 566,531. Ohio is second with 511,021, back east again to Pennsylvania for third place totaling 482,117, then to Illinois which holds the fourth rung with 478,448.

"There's another way of assigning the honors: The state which made the greatest per cent gain. Which is it? Hang please, Iowa? "New York"? That's two down. The answer's North Carolina. Dixie has shown the greatest motor progress for the year. North Carolina leads the list with 51 per cent gain. South Carolina is in second place with a

43 per cent improvement over last year. Kentucky shows up fourth with a 25 per cent lead. Then comes Texas."

CAR CHANGES ARE SUGGESTED Standardized Type of Auto Freight Carrier Is Proposed.

A suggestion has been made to heads of the railroad systems by J. F. Richman, manufacturing manager of the Allen Motor company, Columbus, O., relative to a standardized type of freight car for transporting automobiles.

The question is most pertinent because of the increasing volume of automobile business and the apparent decrease in facilities for handling it. Mr. Richman's suggestion is that all automobile boxcars be made 72 feet long, mounted on six-wheel trucks. This would mean a reduction in the cost of the average automobile to the

consumer because of decreased cost of transportation. As a further suggestion, Mr. Richman asked the railroad companies to consider discontinuance of the common 38-foot boxcar and substitute as a standard 40-foot cars equipped with wide side and end doors. These cars could be used for ordinary merchandise as well as automobiles and could be used to the same advantage, so far as the railroad companies are concerned, as the 38-foot cars.

Grant Road in Good Shape. BAKER, Or., June 12.—(Special.)—Automotists who have made the trip from Baker to points in Grant county report that the roads are in good condition. Notwithstanding the fact that the season is yet early, a large number have made the trip and have experienced no trouble. Between Prairie City and John Day the highway is gradually being rounded into shape and the few rut holes are being filled by road scrapers and graders at work.

NEW BUILDING OF THE STRINE CYCLE COMPANY AT FOURTH AND TAYLOR STREETS.

WALL STREET DULLS TEETH ON AUTO DEAL

Stutz Manipulator Makes Best Gamblers Squeal.

\$1,650,000 PROFIT GAINED

Pressure Falls to Shake Fox Who Corners More Shares Than Company Has Issued.

NEW YORK, June 19.—That element of Wall street which, being past master at the art of manipulating stocks, believes no "outsider" is clever enough to beat it at its own game, just lost \$1,650,000 worth of its gold teeth as the result of having "bitten off more than it could chew." With a firm hold on something of which it could not let go, this element admitted its predicament and was just compromised into giving up.

Reviewing the brief but breathless history of recent activity in Stutz stock, Wall street agrees that, aside from its normal nominal function of furnishing an index to the financial strength of those companies in which it concerns itself, there is a certain corollary which is always attempting to magnify or reduce the real value of a company as it is known among those with whom it does business. In brief, a group of prominent brokers, 55 in number, have just compromised into giving up by paying him a handsome premium in lieu of delivering to him shares of stock which they had sold without knowing them but in expectation of a lower price.

If Cost 'Em \$1,650,000. Instead of the stock which they contracted to deliver, they have sold Ryan \$561.25 a share. Involving 29,000 shares of stock, the deal is reported to have netted Ryan and cost the once hopeful speculators approximately \$1,650,000. As a spectacular operation Wall street will remember the Stutz affair for a considerable time, if indeed it is ever able quite to forget it, for Mr. Ryan, in allowing the street to organize a "bull raid" on itself, trimmed the street as it has never been trimmed before.

First a broker versed in the lore of Wall-street practice, second an automobile manufacturer equally well versed in the art of automobile construction and finance, Mr. Ryan was more than well prepared for battle with his adversaries. When the conflict ended, Ryan, in addition to the 80,000 shares of Stutz which he originally owned, was holding contracts for the delivery of 80,000 additional shares, which made 160,000 more than the actual number of shares in the entire company issue.

Losers Were Poor Sports. On March 1 Stutz stock began to soar, rising in a few days from 100 1/2 to 291. The speculators played for a break in the prices, but they did not break. If the great amount of Stutz stock which changed hands in those brief days had been sold to hundreds of individual investors, a few panicky buyers might have been amenable to the pressure which was brought to bear in an endeavor to break the market and send the stock to low levels, with resultant profits for the shorts.

But Stutz held firm, indeed it continued to climb regardless of all the pressure Wall street could muster at any given point. Mr. Ryan, the best known to himself, was outplaying the players. The strength of the issue was taken as evidence pointing to a corner in the stock, and the exchange, heeding the frantic appeal of the panicky shorts, ordered the suspension of Stutz trading, pending an investigation of the whole proceeding.

The investigators found Mr. Ryan smilingly holding tight to more stock than the company had ever issued. Then Ryan called for a delivery of the shares which he had bought on contract. Not having stock to deliver, the brokers who had sold short were obliged to cover with cold cash, which they finally did after a great deal of haggling.

Ryan Out-Foxed the Old Foxes. Wall street has gone back to its ticker, which is again ticking Stutz quotations. Mr. Ryan and the Stutz company have gone back to the manufacture of automobiles. The Ryan coup is over but not forgotten. Wall street, however, is a good loser. It is rubbing the sore spots on its braised financial cranium and in a statement to its membership it is saying: "The wide publicity which the Stutz company has received as the

result of this deal has made that automobile almost as well known in the United States today as the Ford or any other popular-priced car. Not since 1915, when a Stutz stock car won the Astor cup race, has the name been so well known as at present."

Wheel vehicles were first used in America during the 17th century.

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Only the STUTZ car, manufactured by the Stutz Motor Car Co. of America, can measure up the reputation of the STUTZ institution. Stutz reputation is the accumulation of years of experience on the race track, of immense manufacturing facilities, of thousands of miles of performance in the hands of owners.

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The STUTZ car itself is the real achievement into which is built the prestige of mechanical perfection, of user satisfaction, of unusual dignity and class.

Without its many trials in racing, without its efficient manufacturing organization, without the big capable institution behind it, there could be no STUTZ car.

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